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1. Some of the leading personnel of the Czechoslovak Air Lines are the following:

a. General Manager: Horn, a Member of Parliament; he is also Deputy Minister
of Transport. 50X1-HUM

b. Deputy General Manager: Zahora, a Communist. 50X1-HUM

c. Chairman of Cadres Department: Jakubek. A second member of the department
is Ladislav Kaucky 50X1-HUM

d. Chief of Personnel: Krejci

2. Czech Air Lines representatives abroad are:

a. Jaroslav Fejfar, formerly at Copenhagen; now at Amsterdam.

b. Horak, who was at Brussels but has recently been recalled to Prague and
dismissed.

c. Havlik, a Communist, at Rome.

d. Vlk, a Communist, at Paris.

e. Hradek, a Communist, at Zurich.

f. Ptacek, a Bulgarian who studied in Prague, and Rajcev at Sofia; both are
Communists.

g. Posts at Belgrade and Helsinki are vacant.

3. Personnel at the Prague-Ruzyn airfield include the following:

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- a. Works Committee: Chairman is Jan Prochazka, a serious and idealistic Communist. 50X1-HUM
- b. Main Technical Office: Ing. Ruzicka [redacted]
- c. Operations: Palichleb, an ardent Communist [redacted]
- d. Technical Office: Bohumil Barta, who also is head of test flights.
- e. Technical Office of Workshops: Josef Prochazka, a serious-minded Communist.
- f. Air Traffic: Chief is Lechky. This department is in charge of take-offs, domestic and foreign flights, and hangars.
- g. Workshops: Chief is Hasman, a Communist. These shops do overhauling, vanishing, and installing.
- h. Engine Shop: Chief is Josef Kruz.
- i. Planning Shop for Flight Materiel: Jaroslav Kvacek [redacted] 50X1-HUM
- j. Stores: Pavliceck, a Communist; Polacok, a Communist, is his deputy.
- k. Garages: Zeman, [redacted] 50X1-HUM
- l. Training of Flight Personnel: Hrebacka, a R/T** operator with RAF Squadron 311; [redacted] a Communist. His deputy is Backova, a [redacted] Communist who also acts as a "people's judge;" she handles political schooling chiefly. 50X1-HUM
- m. Radio Workshops and Flight Instruments: Ing. Pokorny, anti-Communist.

4. The following aircraft are stationed at the Ruzyn airfield:

- 10 Il-12
- 22 C-47 (DC-3), of which 3 are used for cargo
- 4 C-103 (SI-204, Siebel)
- 3 Ju-52 [redacted]

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The DC-3 aircraft are to be withdrawn from foreign flights at the end of 1950 and used for domestic flights. Such aircraft which cannot be repaired because of a shortage of parts will be turned over to the military air force for dismantling.

5. There is an acute shortage of spare parts for DC-3 and DC-4 planes both at the Czech Air Lines and at the Air Transport Department of the Ministry of Transport. Especially scarce are the following parts:

- a. Complete engines
- b. Flaps
- c. Tail fins
- d. Rudders
- e. Tail wheels
- f. Board instruments
- g. Oil coolers
- h. Hydraulic liquid
- i. Radio components

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6. During 1949-1950 the following parts were obtained from abroad:

- a. [] Engines and parts for C-47 amounting to three cargo
plane loads. Export licenses for 10 engines were not granted.
- b. [] flaps and tail fins for the DC-3;
"celon" (substitute glass) coverings and board instruments.
- c. [] 30 VHF (push-button type) sets in April 1950 and 30 complete
SBA (ILS) sets.
- d. [] Instruments and material for the DC-3.

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7. Personnel replacements are obtained exclusively from the Air Force Transport Command. In October 1950, 17 new pilots, 8 R/T operators, and 8 flight mechanics joined the Air Lines. Total number of employees at the Ruzyn airfield is 350.

8. Svit, a chartered company, is subordinate to the Czech Air Lines but is independent from it financially and administratively. Its function is to run special flights that the Czech Air Lines cannot make and also to perform plane taxi service. The regular routes of Svit are:

- a. Zlin-Prague
- b. Zlin-Olomouc-Prague
- c. Zlin-Prostejov-Prague

9. The park of Svit contains the following aircraft:

- 4 DC-3
- 1 Tiebel
- 2 Ju-52
- 2 Cessna
- 5 Aero-45

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** [] Comment: Probably intended to mean "R/T".

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